





## INTIMATION.



**A. S. WATSON & CO.**  
LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following **PORTS** and **SHERRIES** bottled in Europe have been specially selected and procured from the celebrated firm of

**G. G. SANDEMAN  
SONS & CO.**

LONDON, OPORTO AND  
XERES.

## PORTS

	per case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST AND FINEST	50.00

## SHERRIES

	per case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

**A. S. WATSON & CO.**  
LIMITED,  
Agents.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907. 30

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
Anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic address: Pansa, Codes: A.S.W. in the Ed. Editor.  
P.O. Box, 88. Telephone No. 12.

**DEATH.**  
On Sunday, the 10th February, JOAO MARIA DE GUZAR, aged 77 years, at his residence, No. 54, Peel Street. The funeral will pass the monument at 5.30 p.m. to-day. Friends are invited to attend. Shanghai papers please copy. [373]

HONGKONG OFFICE: 10A, DES VOGES ROAD (LONDON OFFICE: 131, FLEET STREET, E.C.)

**The Daily Press.**

HONGKONG, FEBRUARY 11th, 1907.

Tax article which we reprint in to-day's issue from the financial and commercial supplement of the Times incorporates in one review various points which have been from time to time separately dealt with in our columns, but it is none-the-less a useful summary of which to take note. The alleged excessive quantity of imports to China during last year is not to be wondered at; it was a natural sequel to the late war; and it explains to some extent the disappointment at the failure of the great expectations that were based on that "opening" of the world's greatest market. The expectations were not unreasonable; the issue of the war should reasonably have paved the way for an enormous demand; but while it did so, the good effects were discounted by other factors that might just as easily have been foreseen, except perhaps that extraordinary boycott of American goods. The Shanghai writer's suggestion of the true inwardness of that "patriotic" movement is worth consideration. There is nothing inherently improbable about it, and the Chinese are quite capable enough to foresee the profitable aspects of any such operations before they decide to "engineer" them. That "the Chinaman is a born gambler taking long odds, risking much for big profits, chancing heavy losses with the prospect of correspondingly heavy gains" is

true enough, though there are observers who doubt if his "trade custom of settling all accounts within the calendar year" is as much of a check on gambling as the writer seems to think it. We commend the admirable caution with which he warns Western readers against accepting every "explanation" of the commercial situation in Manchuria. Against some of the extraordinary explanations vouchsafed, we have previously felt obliged to protest. The allusion to the increased boldness of the Hungtutze since the war is something more than "a possible explanation," and it is probable that the Chinese inability to maintain order in those trade-hungry areas will yet allow circumstances to arise which may further postpone the shaking of the Pagoda-tree. The re-establishment of purely Chinese rule there may make this debatable ground "freely open to trade," but the Japanese have their doubts of this, and they may be accounted fair judges. The competition of the Russian ports, about which so much has been said, is summarily treated by this apparently well-informed contributor. The "supposed importation through Russian ports is not material," he says, "as it can supply only the thinly settled northern part of Manchuria." To come further south, these imports also would have to risk the tender mercies of the Hungtutze. Japanese competition is more serious—but that is to be expected; and the reports of Shanghai merchants who made special investigations have the support of this observer's conservative estimate of its nature. Then there is the somewhat neglected (in this connection) factor of exchange, which has made the China trade "a vast gamble on exchange."

It is difficult to be honest with other people; but the most difficult thing of all is to be honest with yourself.

The Government have decided to let the old Harbour Office in Des Vaux Road Central, and conditions relating to the letting can be seen in the Gazette.

The registration of a memorial of reentry by the Government of New Kowloon Survey district 1, lot No. 5,167, on November 15th, has been cancelled.

It is notified in the current Gazette that His Majesty the King has ordained that the Imperial Service Order shall rank next to, and immediately after, the Distinguished Service Order.

During the Chinese New Year vacation, which commences on the 13th and terminates on the 17th instant, the offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m., Sunday and public holidays excepted.

The Gazette notifies that J. R. Lee, Inspector (third class) in the Sanitary Department, has by direction of the Secretary of State, been dismissed from the Government Service for corrupt practices, with effect from 24th December, 1906.

The Rev. J. H. Ritson, M. A., Secretary of the British and Foreign Bible Society, is at present in the Colony in the interests of the Society. Yesterday morning he preached in the Union Church and in the evening at the Wesleyan Naval and Military Church.

The appointment as lay members of the Church Body of St. John's Cathedral of the Hon. Dr. J. M. Atkinson, Mr. W. Armstrong, Mr. A. Bryer (Honorary Secretary), Dr. Francis Clark (Honorary Treasurer), Mr. G. Hastings and Mr. E. Ormiston; and of Mr. J. C. Peter as auditor, is confirmed in the Government Gazette.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st January, 1907, as certified by the managers of the respective banks, is as under:

Banks	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,264,706	2,300,000
Hongkong and Shanghai Banking Corporation.	14,394,260	10,000,000
National Bank of China, Limited.	125,565	60,000
Total.	17,784,531	12,360,000

A scheme is on foot for creating a Japanese agricultural colony in the heart of Alberta. Well-to-do Japanese farmers are to be taken out, according to the project, and they will turn their attention to the raising of wheat and the cultivation of sugar beet and anything else which will thrive in the climate. The necessary negotiations are being carried out by Mr. B. R. Nagatani, who represents a group of capitalists, and his proposal is to purchase a tract of 50,000 acres from the Canadian Pacific Railway. Mr. Nagatani has already spent four years in Canada in the study of the conditions there, and if he is able to carry his scheme to success, he intends to return to the Dominion in the autumn to complete the arrangements.

## LATEST STEAMER MOVEMENT.

The I.G.M. str. *Gaichuan* left Shanghai on Saturday, the 9th inst., at 4 p.m., and may be expected here on or about Tuesday, the 12th inst., at 4 a.m.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE NEW YORK TRIAL.

LONDON, February 10th.

Mrs. Thaw narrated a story of conspiracy between Stanford White and Lawyer Hummel to injure her husband.

## THE LORDS AND THE COMMONS.

LONDON, February 10th.

The Attorney General, speaking at Leeds, announced that the Government's action against the House of Lords would be of a revolutionary character and might mean at least three dissolutions.

## INTERNATIONAL RUGBY.

LONDON, February 10th.

The international Rugby match between England and Ireland resulted in a win for Ireland by 17 points to nine.

[REUTERS' SERVICE.]

## THE UNITED STATES AND JAPAN.

LONDON, February 8th.

President Roosevelt, interviewed, said that the reports of his speech to the California Congressmen, are unfounded; he never suggested that Japan should present an ultimatum, nor that there was danger of war. He rigorously deprecates the wicked war talk which had been started in Washington.

The new treaty with Japan will possibly be presented to the Senate in March.

## THE GERMAN ELECTIONS.

LONDON, February 8th.

The alien students in Germany, mainly composed of Russians, who assisted the Socialists at the recent elections, have been notified to quit the country within a fortnight.

## FRENCH RENTES.

LONDON, February 8th.

There has been a sharp fall in French Rentes owing to a new ambiguity in the new Income Tax Bill regarding them.

## THE ROYAL EXCHANGE ASSURANCE LOSSES IN SAN FRANCISCO.

LONDON, February 8th.

The losses of the Royal Exchange Assurance Company by the earthquake in San Francisco, amounting to £619,396, have been met from the available balance of the Company.

## THE NEW PEAK TRAMWAY.

PLANS SUBMITTED FOR HIS EXCELLENCY'S APPROVAL.

We have been informed from reliable sources that the drawings for the new Peak Tramway have been prepared for some time, and the approval of the Governor-in-Council is now awaited. His sanction to the transfer of the old Company's undertaking to the new being a necessary preliminary to the removal of the injunction resting on the Company. These drawings, we understand, show no extension of the present line down to Queen's Road.

## POLICE COURT.

Saturday, February 9th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

## COUNTERFEIT COIN.

Remanded from yesterday. Ho Chung again appeared before his Worship on the charge of passing counterfeit twenty cent pieces to the value of \$2 on a shopkeeper in D'Anilar Street. An expert witness was called who proved that each of the twenty cent pieces produced was spurious, therefore his Worship found the defendant guilty and sentenced him to two months' imprisonment and four hours' stocks.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

## EXCESS PASSENGERS A MISDEMEANOUR.

Regarding the point raised by Mr. P. W. Goldring (of Messrs. Goldring and Barlow) in the case in which the captain of the str. *Tetemachus* was summoned by Inspector Langley for retaining to stop when hailed by the police, his Worship delivered his decision. Mr. Goldring contended that carrying excess passengers was not a felony or misdemeanour, and that the police sergeant who hailed the *Tetemachus* when she was leaving port, was acting ultra vires.

His Worship held that the carrying of excess passengers was a misdemeanour, and that such offence was punishable.

## HUMPHREYS ESTATE AND FINANCE CO., LD.

The annual general meeting of shareholders in this Company was held at noon on Saturday in the Company's offices. Mr. H. Humphreys presided and there were also present Messrs. J. Scott Harston, A. G. Wood and J. A. Jupp (Director), E. Seth (secretary), J. Arnold, E. H. Sharp, J. F. Wright, J. Minihannett and P. W. Stapleton.

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen, I propose, with your permission, to take the report and statement of accounts as read. There is not much in the assets and liabilities that calls for explanation. Accounts receivable and sundry creditors both show a big decrease—\$134,151.60 in the case of the former and \$104,579.08 in the case of the latter. This simply means that the company has not been leading to its full capacity or utilizing its credit to the utmost, the condition of affairs prevailing throughout the year necessitating extreme caution. Insurance reserves fund has been increased by the addition of \$4,314.17 which represents the value of expired fire risks underwritten by ourselves. Turning to the profit and loss account, it shows an increase of \$16,702.83. Unfortunately the Company had a number of its Kowloon houses vacant during a considerable portion of the year, otherwise the increase would have been larger. Interest shows a falling off of \$18,951.61 which is accounted for by mortgages being paid off, and the rate interest for the year ruling lower than during 1905. The amount figuring on the debit side of the account under the heading of repairs is, we regret to say, abnormally high, for which the disastrous typhoon which swept over the colony on September 18th last is responsible. The force of the wind was felt more at Kowloon, where nearly all your property is situated, than in any other part of the colony. The condition of property generally has been satisfactory for the past two years. In some places, and this applies more particularly to Chinese property there has been an actual depreciation of over 30 per cent, partly due no doubt to bad times, but in a great measure to the manner in which the very drastic Health Ordinance of 1903 has been enforced. When that measure was being considered by the Legislative Council the principal landlords of the colony foresaw that the very wide powers which were being conferred might be abused by subordinate officers. In addition they drew the attention of the Government to the impossibility of working of many of its clauses (hear, hear). Though considerably modified and again amended within a few months of its conception, the Bill as it now stands has been in force for about three and a half years. Although landlords had from the first great misgivings as to the beneficial effect the Bill would have on property, their worst fears have fallen short of the actual result. For instance it was thought that the overcrowding clauses, while lessening the value of central properties by decreasing the number of cubicles and consequently the available accommodation, would exercise a beneficial influence upon suburban property at East Point, West Point and Kowloon. Extensive building operations were commenced before the Bill became law in these neighbourhoods, with a view to accommodating the population which would have to be ejected from the central districts, but so far as can be judged from the number of empty Chinese tenements available, and the latest census returns, this population, instead of being driven into these suburbs, as was anticipated, has to a great extent been driven out of the colony altogether. Whether it will ever return, time alone will show. Meanwhile the Government might be well advised to pause in its rigid enforcement of an ordinance, which itself begotten of panic, has in a great measure been the means of creating something like further panic, until such time as the Commission now sitting sends in its report. Before moving the adoption of the report and statement of accounts, I shall be pleased to answer any questions shareholders may have to ask.

No questions were asked, and the Chairman moved that the report and statement of accounts as presented be adopted and passed.

Mr. SHARP—I have great pleasure in seconding the motion, and simply say there can be no doubt whatever that the directors have done their very best during the past year to meet the difficulties which you have so clearly set forth in your report. It evidently has not been altogether a satisfactory year, but then the causes have not been under the directors' control. There is no doubt whatever that the very best has been done under the circumstances, and I have much pleasure in seconding the adoption of the report. I might, I think, just take this opportunity in calling the attention of the Board—and although their personal interests may lie the other way they would be sure to receive it with kind consideration—and that in the fact that in a year of depression as this has been, the amount that goes out for management and for directors' fees, though no doubt well deserved, in many respects is a very serious drawback and a very serious amount, and I only throw it out for the thoughtful consideration of the Board whether the expenses, which, although approved by the Articles of Association, really take a large bite out of the annual profits might be reduced. I refer to the directors' expenses and the expenses of the general management. I just throw that out for the Board's consideration, for I think the shareholders have had every confidence in the Board in the past, as they will have in the present and future, but if the expenses of management could be reduced, especially in times of depression, it would be to the satisfaction of shareholders in the Company.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday morning.

## THE CHAIRMAN—I might mention, Mr. Sharp, in reply to your remarks about the cost of management being excessive, that the remuneration of the directors and general managers is as provided by the articles of association, and is very much less than obtains in other big companies doing similar business. I refer more particularly to the Land Investment Company. Speaking for myself as one of the general managers, I would not be prepared to take less than the remuneration we are now getting. The \$8,000 allowed the general management for office, secretary, salary, clerks and so on is not excessive in any way. Possibly the general managers may make a little profit out of that, but it was intended at the time the allowance was made that they should. For instance the \$7,000 which is all the general managers are getting in fees, would be a very poor remuneration indeed for all the trouble and time given to the Company. As regards the directors, if you wish I will bring the matter before them at the next Board meeting for their consideration, but I shall not do so unless you wish it.

Mr. SHARP—I don't for a moment suggest that the amount is excessive, or make any proposal. I only throw it out because the amount is a very serious bite out of the profits in times of depression.

The CHAIRMAN—No doubt the directors will consider it.

Mr. SHARP—That is all I suggest. The motion was then put to the meeting and carried unanimously.

The CHAIRMAN proposed, and Mr. STAPLETON seconded, that the retiring directors, Messrs. A. G. Wood, J. S. Van Buren, J. Scott Harston, H. A. W. Slade and Ho Tung, be re-elected. Carried.

The CHAIRMAN—With regard to the auditor, Mr. Gaskell is shortly leaving the Colony and resigns his auditorship, so it will only be necessary for you to re-elect Mr. Hutton Potts. Before the next meeting takes place the Board of Directors will appoint another auditor to the Company.

Mr. JUPP proposed the reappointment of Mr. Hutton Potts as auditor.

Mr. SHARP seconded and the motion was agreed to.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday morning.

## THE ROYAL VISIT.

After an uneventful voyage the Royal party reached Canton at eight o'clock on Saturday morning by the steamer *Honam*. Mr. R. W. Mansfield, the British Consul-General, at once went on board and tendered his respects to the Duke and Duchess and Princess Patricia. After breakfast the Royal visitors stepped on shore at 9.30, and received by a Chinese guard of honour with the usual trumpet and drum band. Almost every resident of the Shamoon turned out to welcome them. There was no official greeting, but His Excellency Viceroy Chou Fa sent the escort of Chinese soldiers to guard the distinguished visitors during their tour of the city. Various places of interest were visited and some time was spent in shopping. Tiffin was served at the British Yamen in the Tartar City. Their Royal Highnesses and suite returned to the Shamoon at 5.30 when they proceeded to the Consulate for tea.

Our Canton correspondent telegraphs that subsequently they went on board a gaily decorated flower boat which lay alongside the *Honam* and partook of dinner and witnessed an entertainment. They left Canton at eleven o'clock.

The *Honam* was expected here at nine o'clock yesterday morning, and the members of the Reception Committee attended at Blake Pier where also assembled a considerable section of the European community. But as the hours passed without any sign of the *Honam* the gathering dwindled. The Government luncheon with the Harbour Master and Mr. T. Hough and others on board went out some distance to see if the vessel was within sight but had to return without a satisfactory report. At length the steamer with the Royal passengers was sighted and the Reception Committee were quickly on the pier ready to greet the Royal party on landing. After a few words of farewell had been exchanged on Blake Pier the Royal party embarked on board the *Victoria*.

As the launch was leaving the Pier H.E. the Governor came along and went on board. The Royal visitors were conveyed to the waiting P. & O. steamer *Della* and soon bade good-bye to Hongkong. A pretty feature of their departure was the escort of decorated launches which escorted the steamer out of the harbour and waved the last salutes to the Duke and Duchess and Princess. Some surprise was occasioned by the *Della* leaving the harbour by way of Lyceum.

RAILWAY ADVANCES ANOTHER STEP.

## IMPORTANT NOTICE.

We are informed by Messrs. Jardine, Matheson and Co., joint agents with the Hongkong and Shanghai Banking Corporation for the British and Chinese Corporation Ltd., that by a telegram from Peking they learn that an Imperial Edict has been issued sanctioning the Agreement with the British and Chinese Corporation for the construction of the Chinese section of the Canton-Kowloon Railway.

The real teachers of mankind are not the priest, the professor, and the schoolmaster, but the parents. The real academy of life is not the church or the school, but the domestic hearth. Also the office.

## LOCAL SPORT.

## CRICKET.

## KOWLOON P. POLICE.

This league match did not prove so keen a game as was anticipated, Kowloon scoring another easy win by one wicket and 85 runs. Following are the scores:—

KOWLOON.	
Lightfoot, b. Kerr	9
W. E. Dixon, c. Apol, b. Kerr	42
J. Parkes, at Pitt	1
J. Tillman, c. Langley, b. Kerr	4
A. Mead, c. Langley, b. Mead	27
J. Robinson, c. Langley, b. Edwards	10
E. Day, c. Kerr, b. Edwards	9
J. MacKaskill, not out	25
W. Martin, b. Kerr	5
W. S. Kerr, b. Edwards	12
Harrop, not out	3
Extras	3
Total	130

POLICE.	
McHardy, run out	0
Powder, b. Martin	0
Edwards, c. Dixon, b. Martin	39
Pitt, b. Martin	7
Apol, b. Martin	0
King, c. Kerr, b. Dixon	6
Woolhouse, c. Martin, b. Dixon	10
Kerr, c. McKaskill, b. Dixon	10
Davis, b. Martin	6
Kerr, b. Martin	3
Langley, not out	12
Extras	2
Total	74

BOULING ANALYSIS.

Played on the Civil Service ground at Happy Valley on Saturday, this league match ended in a win for Craigengower by three wickets and 21 runs. Scores and analysis are:—

CIVIL SERVICE.	
G. A. Woodcock, c. Green, b. Brown	0
I. Bolton, c. Green, b. Brown	3
E. A. Hider, c. Evans	22
R. R. Phillips, b. Brown	1
E. R. Reed, c. Lyson, b. Brown	37
A. R. E. Eaves, c. Brown, b. Evans	21
Dr. Atkinson, c. Cooper, b. Lammer	21
H. T. Jackson, not out	18
L. E. Reed, b. Brown	3
P. R. Adams, c. Brown, b. Lammer	3
K. W. Dawson, c. Evans	0
Extras	5
Total	119

BOULING ANALYSIS.	
Brown	5
Edwards	11
Lammer	17
Evans	49

CHAIKONGOWS.

J. D. Kinnaird, c. Brown, b. Jackson	41
I. E. Lammer, c. Dawson, b. Reed	7
A. O. Brown, b. Brett	25
E. Irving, b. Phillips	4
L. A. Reed, c. Jackson, b. Brett	10
R. B. Reed, not out	2
M. P. Agor, not out	2
N. E. Cooper, b. Brett	1
S. E. Green, not out	0
G. Evans and C. H. Lyson did not bat	0
Extras	9
Total (for 7 wickets)	136

BOULING ANALYSIS.	
Brett	15
Reed	45
Evans	31
Phillips	1

## FOOTBALL.

A Rugby match was played on the ground of the Hongkong Football Club at Happy Valley on Saturday between the Hongkong Rugby Club and a team selected from the United Services. The teams proved unevenly matched, the Club being by far the stronger, and having things much their own way throughout. When time was called the score was: Club, 23; United Services, 3 points.

Y.M.C.A. & ROYAL ENGINEERS.

Played on the military ground at Happy Valley on Saturday, this exciting association match between two teams which are famed for the shield ended in a draw, no goals being scored. Both forward lines played with excellent combination, while each team possessed a solid defence which guarded the net until the end.

Y.M.C.A. & ROYAL ENGINEERS.

Two marine teams from these ships met on the naval ground at Happy Valley on Saturday in an association match, honours being carried off by the men of the *Monmouth* who defeated the *Astrea's* representatives by four goals to nil.

## YACHTING.

On Saturday afternoon a race was sailed for the cup presented by the Yachting Committee. A start was made at 2.30 from the Police Pier, the course being from there round a rock off Gindrinkers Bay, at the entrance of Chinwan Channel, and back. With a fair wind the yachts made the mark with a very few minutes between the first and last—Vernon, Dione, Colleen, Min, Sprite, Bonita, Alahash, Mandie and Kathleen rounding in the order given. On the back back Dione soon took the lead, followed by Vernon and Sprite, this position being maintained until Xaumi was reached when the carrying away of Sprite's main sheet block allowed Alahash to get into third position. These four were well ahead of the remainder of the fleet and finished in the order stated, Sprite winning with four minutes to spare.

Yesterday the seventh club race was sailed over a course from the Kowloon Police Pier to a rock to the south west of Kowloon and back. A strong northerly breeze prevailed at the commencement and after a series of short tacks the mark was made in one long tack. In the championship class only Dione and Vernon put in an appearance. Vernon took the lead from the beginning and kept it throughout the race. In the one-design class all the boats were out and after a fairly good start Kathleen went ahead, followed by Min, Sprite, Colleen and Bonita. No alteration took place in the outward run. The heavy sea encountered outside Green Island suited Kathleen splendidly and she won with several minutes to spare.



## CORINTHIAN YACHT CLUB.

The race for the prize presented by Mr. Ramsay of the "Hedding" took place on Saturday afternoon, when eight one-design boats started. The course was round Stonecutters point or starboard, finishing at the Club house. All the boats except Thecla had a good start, Gael being first over the line. They all ran down the harbour well together. Pua and Ariel sailed to go round the northern side of Stonecutters, while the remainder took the southern course. Round the island Gael led slightly by a length from Nina, with Joan and Astoria close behind. Attempting to pass on the inside of the wrecked Apollo they were all becalmed except Thecla who chose the outside passage and thus secured a good lead. The first of the crowd to get away was Astoria, followed by Nina and Joan. At the Hygee buoy Gael displaced Astoria for second position. On rounding the northern point of the island, Joan, Nina, and Astoria stood away for the Tsim Sha Tsui shore, while Thecla and Gael chose the central route. Off Yumti Gael tacked and went in towards the shore, but Thecla stood out in the centre of the channel, getting a better wind and gradually increasing her lead. Hure Joan took the second position from Gael, Astoria being well up and Meta only a little way behind. At the wharves Thecla was three minutes ahead of Joan, and Gael again followed the leader. On the reach across the harbour Thecla and Gael stood well up, but off the Club house the wind died away and Thecla drifted over the line thirty seconds in advance of Joan, the Gael being five seconds behind the latter. Times:

	M.	S.	F.
Thecla	4	31	14
Joan	4	32	0
Gael	4	32	05
Astoria	4	33	35
Nina	4	40	0
Meta	4	40	55
Ariel	4	46	12

Pua did not finish.  
On Sunday the handicap class raced for the cup presented by Sir Paul Chater. Four boats started. Triona was first over the line, closely followed by Annie and Chanticleer. Doreen being six minutes later owing to not finding sufficient water to get off the slip in time. Thecla led all the way to Kowloon rocks, with Annie and Chanticleer in attendance in the order named. On the reach to Myers East buoy Chanticleer ousted Annie from second place, the positions remaining unchanged on the run to the beacon. After rounding this Triona, Annie and Doreen stood in towards the Kowloon shore, Chanticleer crossing over to the Hongkong side. Annie took the lead from Triona and maintained it to the finish, winning by 33 seconds from Chanticleer. Times:

	M.	S.	F.
Annie	12	54	31
Chanticleer	12	55	24
Triona	1	0	54
Doreen	1	3	0

The one design class sailed the same day for the Vice-Commodore's cup, all the boats competing except Nina and Astoria. There was a very good start, Joan being first over the line, with Thecla and Ariel close behind. At Black-head's Point Gael took second place, while Meta crept up on Pua. At Kowloon Point Joan was about twenty seconds ahead of Gael, who in turn was some distance in front of the remainder of the fleet. On the reach to Kowloon rocks Joan showed them all a clean pair of heels and rounded about three and a half minutes in front of the others, Gael being second and Ariel third. On the reach back to Myers East buoy the positions remained unchanged except that the hindmost boats had drawn slightly closer. Joan rounded the beacon three minutes ahead of Gael, Ariel being in her wake. All the boats kept to the Kowloon shore and made a long tack down inside the Hankow, Gael being the first to put about. At Kowloon Point Joan still had her substantial lead, however having to give place to Ariel. From Hongkong Bay they all came down close hauled, and the wind gradually increasing, Gael went in front of Ariel and began to creep up on Joan, being only two minutes behind the latter at Black-head's Point. From this point the strong westerly wind made going rather difficult and Joan seemed to be making very heavy weather, both Gael and Ariel decreasing the distance between her and them. However they were unable to overtake her, and she finished about a minute and a half ahead of Gael. Times:

	M.	S.	F.
Joan	1	29	35
Gael	1	31	22
Ariel	1	31	58
Thecla	1	36	54/5
Meta	1	40	8

Pua did not finish.  
In the motor boat race only two, Signal and Vital Spark, started. The race was uneventful except for the fact that Signal covered the course in exceptionally fast time, 55 minutes 10 seconds. Times:

	M.	S.	F.
Signal	3	55	10
Vital Spark	4	40	15

## Y.M.C.A.

To a fairly large attendance at the Y.M.C.A. Rooms yesterday afternoon Mr. John A. Mott, M.A., who has acquired a reputation as a successful speaker to young men, gave an interesting address which was without doubt a straight talk to young men. It was however distinguished by sage counsel and was much appreciated by his hearers.

In the evening a sacred concert, arranged by Mr. Paine, was given in the rooms to a numerous audience. The programme proved most enjoyable and several oratorios had to be given. The items were: Psaume Solo "The War March of the Priests" (Mendelssohn), Mr. E. J. Chapman; Recit. "Ye People rend your hearts" and Air "It with all your hearts" (Mendelssohn), Mr. A. P. Paine; Quartette "Cast thy burden upon the Lord" (Mendelssohn), Messrs. Moore, Forbes, Paine, and Reid; Aria "Consume them all" (Mendelssohn), Mr. H. T. Reid; Duet "For so hath the Lord" (Mendelssohn), Messrs. Paine and Reid; Air "O Lord, Thou hast smitten me out" (Sterndale Bennett), Mr. J. M. Forbes; Quartette "God is a Spirit" (Sterndale Bennett), Messrs. Moore, Forbes, Paine, and Reid (singers); Air "His salvation is nigh them that fear Him" (Sterndale Bennett), Mr. S. Moore; Quartette "O come every one that thirsteth" (Mendelssohn), Messrs. Moore, Forbes, Paine, and Reid.

## PARIS.

(FROM OUR CORRESPONDENT).

January 11th.

## SINECURES ABOLISHED.

French administration has long been renowned for its red tape, and has indeed been the laughing stock of other countries for a long time past in this respect. When the Republic was established in 1870 a hope was cherished that the Bureaucratic would get a hard blow, and that possibly it would get swept out of existence. But nothing of the kind has taken place. On the contrary, functionaries have been multiplied until the number is almost a public scandal, and the comical feature of the system is the maintenance in office of all the old bureaux as they existed in the halcyon days of the Second Empire. A few weeks ago, when it was announced that M. Clemenceau, the Premier, had decided on the creation of a new Government Department—the Ministry of Labour—more than one of his critics pointed out that as France was already suffering from a plague of functionaries, it was hardly the moment to increase their number. With the beginning of the year—the proverbial occasion for good resolutions—reform has appeared, for the Premier seems to have taken the above remark to heart, and has started reducing the staff at his own Ministry—the Ministry of the Interior. He has indeed prepared a scheme which will give expression to the idea which struck him as soon as he took office, namely, that there were far too many employees of one kind and another for the work that had to be done. This opinion was the result of a round which M. Clemenceau made of the various departments of the Ministry at the place Beauvau, asking questions and in a general way comparing the *pro* and *con* of the situation in so far as the staff was concerned. His conclusion was that energetic measures were called for, and he was not long in deciding what these should be. When he had settled the details of his scheme, it was found that the Premier had decided to dispense with half-a-dozen *Chiefs de Bureau*, seven deputy chiefs, and forty-five underlings of various grades, thus reducing the staff by nearly sixty members. In France such a step is equivalent to a revolution, and any employee else but the head of the Government had attempted it he would have stood very little chance of success.

## AMERICAN FASHION.

It is most difficult for anyone who has not lived for some time on the Continent to realise what an enormous fetish is bureaucracy. Interfere with that and you find yourself in conflict with the political, social and family traditions of the entire nation. From their earliest years the youth of France have but one ambition, to find a place in a bureau—probably a bureau of the State. They know that they will receive very little money, but they also know that they will be called upon to do very little work, that their hours will not be long, that they will be able, owing to their official position, to command certain privileges denied to those who earn their living in a more common course of fashion, that it will be easy for them to secure a wife with a substantial "dot," simply because they are in the employment of the State, and that after a certain age they will be entitled to a pension. Therefore, the youth of France, encouraged thereby by the example of all the adult males of their own and other families, are quite content to renounce all individual effort, to dismiss from their minds all thought of earning their own fortunes, and to concentrate their energies and attention on securing a place in a Government Office. As soon as a deputy is elected all who have helped him to get into the Palais Bourbon, or (Chamber of Deputies), to give it its more modern name, or who imagine they will command him with requests for a situation in one of the Ministries, and when their request is granted they do not rest until they have obtained a bill for as many of their friends and relatives as possible. The wonder then is not that M. Clemenceau has become alarmed at the condition of affairs, but that he has had the courage to take a step which anyone with less audacity would have been afraid to take.

## PORTS AND TELEGRAPH.

According to M. Maurice Dortheux, President of the Budget Commission, the personnel of the Department of Posts and Telegraphs has increased during the past year by the enormous figure of 144 millions. And it is not yet finished. That, of course, means a huge increase in salaries, and as the Deputies have just voted themselves an increase of £240,000 per annum, they can hardly refuse to increase the wages of their constituents.

## LADY CARRIES.

The first three would-be lady cab-drivers in Paris have failed to pass the preliminary examination which was conducted by a committee composed of two police officials, three cab-owners and three ordinary cabbies. The last named were particularly severe on the unfortunate ladies, and gave them no mercy until they had brought about their failure. Commenting on the candidates' failure, a wit observes that it was possibly due to lack of fluency in abusive language, for which Parisian cabbies are experts.

## CHANNEL TUNNEL.

The French are certainly delighted that the Channel Tunnel question has once more come up for discussion, and that so much prominence is being given to the subject in England. One and all fervently hope that the scheme will this time be completed. The *Paris* is the only paper which is not afraid to express the emphatic opinion that England would be very silly to allow the tunnel to be built. "How can any sensible person," it asks, "imagine for a moment that, living as she now does in untroubled security England will deliberately lay herself open to danger by a pipe under water, by which people of the

Continent may swarm into England, like so many rats? We know all about the argument that the entrance to the tunnel can be instantaneously destroyed or blocked; but whether that be so or not the risk is there all the same, and what advantage does England get in return? Simply that sea-sickness is abolished, that the journey over is shortened by a quarter of an hour or so, and that certain goods no longer have to be transhipped. Does anyone really think that, in return for these more than doubtful advantages, England will give up a situation that has made her rich and powerful, simply because she could never be got at by an enemy? The Continent reply is "Yes," the Englishman will say "No," or at least one would think he would, and anyone who thinks he won't, on the strength of the *Salvete Cordiale*, is probably making a very great mistake."

## RUSSIAN LOAN SCHEM.

M. Doumer has just returned from Berlin charged, it is affirmed, with an official mission from the Government. On one hand it is asserted that M. Doumer, knowing that in Berlin he has the reputation of being intensely anti-German, determined to correct that impression in German official quarters, and, therefore, sought, and obtained an interview with Prince von Bismarck. Another explanation of M. Doumer's visit to the German capital is that it had reference to the Moroccan question, and it is said that he and the German Chancellor were closeted for over an hour discussing a problem that is giving France a good deal of trouble at the present moment. A third version prevails that M. Doumer's conference with Prince von Bismarck and several high German dignitaries are connected with an approaching Russian loan. France, before accepting the principle of another loan to the Czar, wishes to come to an understanding with the grand financier of the world, and for that reason M. Doumer thought it advisable to go to Berlin and have a talk with those at headquarters. It is perhaps less surprising that Germany should be willing to lend money to Russia than that France should still be in the mood to take up more Russian scrip. There was a time when Frenchmen would have taken any quantity of Russian obligations, and while they were in that mood it was very easy for French bankers to float a Russian loan. But a coup can't be held more than a couplet, and Frenchmen are so loaded up with Russian paper at the present moment—unfortunately for them—that it will be very difficult to persuade them to take any more.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated February 9th, 1907: "During the week under review our market has remained exceedingly quiet, and for several stocks the tendency has been towards lower rates, only a few having improved slightly. The sterling demand rate of exchange on London closes at 2s. 11s. 16d., while rates on Shanghai are 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Hankow is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Peking is 7s. 7d. for a Bank T/T, and 7s. 7d. for a 30-day bill. The rate for a 30-day bill on Tientsin is 7s. 7d.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PAGES, Codes: A.B.C., 5th Ed. London.

## NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHINESE NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that the Fire Insurance Office will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 13th and 14th instant respectively.

By Order, A. R. LOWE, Secretary.

Hongkong, 11th February, 1907.

## NOTICE.

CHINESE NEW YEAR.

ON WEDNESDAY, 13th February and THURSDAY, 14th February, the ABBEY W. V. FACTORY will be CLOSED. All other Departments will be OPEN for Business from 10 a.m. to 1 p.m.

A. S. WATSON &amp; Co., Ltd.

Hongkong, 11th February, 1907.

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW 1907.

INTENDING EXHIBITORS ARE NOTIFIED that information of the Classes and Groups in which they intend to exhibit should be sent to the Hon. Sec. Mr. L. GIBBS, 8, Becclesfield Arcade, not later than TUESDAY, the 12th instant.

Gardens entered for "BEST KEPT GARDENS," Classes 5, 6 &amp; 7 in Group J will be judged between the 12th and 26th instant.

PROPOSED CHRYSANTHEMUM SHOW.

It is proposed to hold a Chrysanthemum Show next winter. This intimation is given to enable those who wish to exhibit to make the necessary arrangements.

L. GIBBS, Hon. Secretary.

Hongkong, 11th February, 1907.

FOR SALE.

GOOD PIANO AND PIANO PLAYER with RECORDS.

Apply by letter to—

No. 28, HONGKONG HOTEL.

Hongkong, 11th February, 1907.

BOTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL on THURSDAY, the 14th February, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 11th February, 1907.

NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR NAGASAKI, HIOGO AND YOKOHAMA.

THE "SACHSEN," Captain Wolkenau, will leave for the above places TO-DAY, the 11th Feb., at Noon.

For further Particulars apply to

NORDEUTSCHER LOYD, MELCHERS &amp; Co., Agents.

Hongkong, 11th February, 1907.

NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE "SACHSEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 9th Feb., at 5 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Feb., at 9.30 a.m.

All Claims must reach us before the 22nd Feb., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD, MELCHERS &amp; Co., Agents.

Hongkong, 9th February, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless intimation is given to the contrary before NOON, TO-DAY.

Goods not cleared by the 16th February will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 19th February, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 9th February, 1907.

## INTIMATIONS

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 79 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 13th and 14th instant.

Hongkong, 8th February, 1907.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

MR. ENG HOK FONG, having RESIGNED as GENERAL MANAGER of the above Company, the Undersigned has been Elected by the Board of Directors to fill the said Position.

WONG KWONG CHUNG.

Hongkong, 5th February, 1907.

CLERK WANTED.

WANTED Immediately for Two or Three Months EUROPEAN CLERK. Must have thorough Knowledge of BOOK-KEEPING and First Rate Reference as to Character. Apply by letter—

ALPHA, Care of "Daily Press" Office.

Hongkong, 9th February, 1907.

POSITION WANTED.

A CHINAMAN with Good Knowledge of Marine Insurance and Capable of Pushing Business WANTS a POSITION as NATIVE AGENT for an Insurance Co.

Apply to—

No. 27, Des Vaux Road Central, 2nd Floor.

Hongkong, 8th February, 1907.

NAVY CONTRACTS, 1907.

SEALED TENDERS, in Duplicate, for the SUPPLY of the Undermentioned Stores for H.M. NAVAL FORCES on the China Station, will be received by the DEPUTY VICTUALLING STORE OFFICER, H.M. NAVAL YARD, until Noon, on THURSDAY, the 28th February, 1907:

FRESH BEEF AND VEGETABLES.

FROZEN MEAT.

SOFT BREAD.

RISCUIT.

FLOUR.

RICE.

SUGAR.

OYSTER TEA.

WATERPROOF CLOTHING.

SUN HATS.

FORNERS of TENDER and any necessary information may be obtained on application. This right to reject the lowest or any Tender is reserved.

F. I. GELSTHORPE, Deputy Victualling Store Officer.

H.M. Naval Yard, Hongkong, 25th January, 1907.

SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIMED-WASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undermies of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.

Dated this 1st day of February, 1907.

KOWLOON PIGEON CLUB.

A SHOW OF PIGEONS and FANCY BIRDS will be held on the Grounds of the "KOWLOON HOTEL" on the 13th and 14th of February, 1907. It will be OPEN to the Public from 10 a.m. to 5 p.m. and the Adjudgement will take place in the Forenoon of the 14th inst.

Entrance Fee One Dollar per cage. All entries to be forwarded to the Hon. SECRETARY on or before the forenoon of the 13th inst. and Birds in suitable cages to be sent to the Kowloon Hotel before 10 a.m. of the 13th inst. Forms of applications and all necessary information can be had from the Hon. Secretary, care of the Kowloon Hotel.

Some of the leading European Firms have offered Prizes, which will be exhibited on the Second day of the Show.

J. D. LOGAN, Chairman.

R. DAVID, Hon. Secretary.

Hongkong, 1st February, 1907.

COME AND INSPECT

Our Special Varieties of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1907.

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 26th January, 1907.

## PUBLIC COMPANIES

THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, TO-MORROW (TUESDAY), 12th Feb., at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 21st January, 1907.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 15th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 a.m. on MONDAY, 18th February, 1907, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February, 1907, both days inclusive.

J. A. DINEEN, General Manager.

Hongkong, 2nd February, 1907.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders of the Company, Queen's Buildings, New Prince Street, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1907.

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order, GEO. L. TOMLIN, Secretary.

Hongkong, 8th February, 1907.

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China serving European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, King Loong Street (1st Street West of Central Market). Telephone No. 515.

PHOTOGRAPHER.

M. NUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also coloring Photos and Relief Photos. Views of China and Manila. Work done for Artists; No. 84, Queen's Road Central.

TYPEWRITERS.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First-floor).

## ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT A FARCICAL COMEDY ENTITLED

"FACING THE MUSIC"

BY CHARLES HENRY DARNLEY, ON FRIDAY, 15th FEBRUARY, 1907.

SATURDAY, 16th MONDAY, 18th AT 9 P.M.

PRICES ... \$3, \$2 & \$1.

SAILORS and SOLDIERS in uniform Half Price to Pit Stalls and Pit.

Booking Office at the ROBINSON PIANO Co. Open on and after MONDAY, 11th February, 1907, at 10 a.m.

Hongkong, 4th February, 1907.

THEATRE ROYAL.

FOR A SHORT SEASON ONLY

COMMENCING THURSDAY, FEB. 11th.

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22 Under the personal Direction of MAURICE E. BANDMANN will present the following latest London Successes.

Thursday, 21st Feb. RAFFLES (The Amateur Crookman).

Friday, 22nd Feb. THE MAN FROM BLANK-LY'S.

Saturday, 23rd Feb. NIBBS (All smiles).

Monday, 25th Feb. HIS HOUSE IN ORDER.

Tuesday, 26th Feb. CHARLEY'S AUNT.

Wednesday, 27th Feb. LEAH KLESCHEVA.

Thursday, 28th Feb. THREE MUSKETEERS.

Friday, 1st Mar. THE PROFESSOR'S LOVE STORY.

Saturday, 2nd Mar. THE SILVER KING.

Monday, 4th Mar. THE SIGN OF THE CROSS.

Tuesday, 5th Mar. THE ADMIRABLE CRICHTON.

Wednesday, 6th Mar. ALL OF A SUDDEN PEGGY.

Thursday, 7th Mar. THE IDLER.

Friday, 8th Mar. EAST LYNNE.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp.

Hongkong, 9th February, 1907.

BOARD AND RESIDENCE.

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907.

FIRST-CLASS BOARD & RESIDENCE

"BEAVERSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—MRS. F. W. WATTS, "Beaver-side," 20, Macdonnell Road (late of "Tung Yuen").

Hongkong, 27th June, 1905.

BOARD AND RESIDENCE.

LARGE EXCELLENTLY FURNISHED BED-SITTING ROOM in Well Appointed House, Verandah, Bathroom, Fine View. Offered to a Lady and Gentleman undisturbed of starting house keeping.

Apply—"GARDEN," Care of "Daily Press" Office.

Hongkong, 9th January, 1907.

INSURANCES.

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906.

NORTH BRITISH AND MERCANTILE TIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905 £17,897,119.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £2,750,000

PAID-UP CAPITAL, £87,500 0 0

II. FINE FUNDS, £3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1906.

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.



## INTIMATIONS

**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

**BABY GRANDS**  
BY  
**RACHELS, PLEYEL, KEMMLER**  
AND  
**ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
**S. MOUTRIE & CO., LTD.**  
York Building, Chater Road.  
Hongkong, 30th July, 1906. [18]

## TO LET

## TO LET.

FROM 1st MARCH, 1907.  
**N. O. 3, CARNARON VILLAS, No. 6, LOCHIEL TERRACE, Kowloon.**  
Apply to—**HEWAN & CO.**  
No. 15, Connaught Road, West.  
Hongkong, 1st February, 1907. [324]

## TO LET.

**N. O. 2, MACDONNELL ROAD.**  
Apply to—**COMPRADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd Jan, 1906. [187]

## TO LET.

**IN ALEXANDRA BUILDINGS** Small Office on Second Floor.  
Apply to—**SECRETARY,**  
**A. S. WATSON & CO., Ltd.**  
Hongkong, 4th January, 1907. [150]

## OFFICE TO LET.

**ONE ROOM IN PRINCE'S BUILDINGS** from 1st February. Rent \$50 per month.  
Apply to—**REUTER, BROCKELMANN & CO.,**  
Princo's Buildings.  
Hongkong, 28th January, 1907. [299]

## TO LET ON LEASE.

FROM 1st JANUARY, 1907.  
**N. O. 8, 10, 12 and 14, HOLLYWOOD ROAD.**  
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.  
Apply to—**ABBATON V. APCAR & CO.,**  
45, Wyndham Street.  
Hongkong, 24th October, 1906. [101]

## TO LET.

**N. O. 6, LYEMOON VILLAS, Kowloon.** Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—**"LYEMOON"**  
Care of "Daily Press" Office.  
Hongkong, 21st January, 1907. [241]

## TO LET.

**TWO Comfortable and well furnished Bedrooms with Board in a private family; Upper level; Charges Moderate.**  
Apply by letter to—**"G. H."**  
Care of "Daily Press" Office.  
Hongkong, 1st February, 1907. [323]

## TO LET.

**N. O. 28, LEIGHTON HILL ROAD.** Immediate Possession.  
No. 26, LEIGHTON HILL ROAD. Possession 1st March, 1907.  
Apply to—**THE COMPRADORE,**  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. [338]

## TO LET.

**IMMEDIATELY**, the Capacious Premises on the Ground floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris & Co., Ltd.  
Apply to—**GILMAN & CO.**  
Hongkong, 23rd January, 1907. [260]

## TO LET.

**IN AUSTIN AVENUE, Kowloon, Nos. 2, 7 & 12.** From 1st March, 1907.  
Apply to—**Compradore Department,**  
**E. D. SASSOON & Co.**  
Hongkong, 1st February, 1907. [325]

## TO LET.

POSSESSION FROM 1st MARCH NEXT.  
**WELLBURN, No. 81 the PEAK.**  
Apply to—**JAVA-CHINA-JAPAN LIJN,**  
York Buildings.  
Hongkong, 22nd January, 1907. [254]

## TO LET.

**FULLY FURNISHED**—from April 15th.  
**ALFEDENA, BARKER ROAD, the PEAK.** Seven Rooms with ample Bath and Dry Rooms. Apply to—  
**J. S. VAN BUREN,**  
Care of Nippon Yusen Kaisha.  
Hongkong, 3rd January, 1907. [138]

## TO LET

## TO LET—FURNISHED.

**"LEWENOR," No. 116, PRINCE** April 1st to September.  
Apply to—**M. W. SLADE,**  
Princo's Buildings.  
Hongkong, 28th January, 1907. [300]

## TO LET.

**RAVENSHILL WEST, No. 3, PARK ROAD.**  
Apply to—**DEACON, LOOKER & DEACON,**  
Hongkong, 5th December, 1906. [104]

## TO LET.

**THE PREMISES** known as No. 139, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.**  
Hongkong, 5th January, 1907. [115]

## TO LET.

**NO. 27, SEYMORE ROAD.**  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
No. 90 & 91 GODOWN PRAYA EAST.  
Apply to—  
**SAM WANG CO., LTD.,**  
81, Queen's Road Central.  
Hongkong, 13th November, 1906. [103]

## TO BE LET.

**FROM THE 2ND WEEK IN APRIL NEXT.**  
**"IAN MOR," PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Dining and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.**  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Hongkong, 18th December, 1906. [117]

## TO LET.

**NO. 1, WEST END TERRACE, Shauhen, Canton.**  
Apply to—  
**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 11th December, 1906. [93]

## TO LET.

**2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.**  
**GREENCROFT, GARDEN ROAD, Kowloon.** From March 1st; Redecorated, Electric Light, Tennis Court.  
Apply to—  
**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 1st June, 1906. [94]

## TO LET.

**OFFICES in KING'S BUILDING and YORK BUILDING.**  
**"RANFURLY" CONDUIT ROAD.**  
**A HOUSE in WONG NEW CHONG ROAD, GODOWNE IN PRAY EAST.**  
**A HOUSE in CLIFTON GARDENS, Conduit Road.**  
**A HOUSE in RIFON TERRACE.**  
**FLATS in MORTON TERRACE.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1906. [91]

## TO LET.

**N. O. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon.**  
Apply to—  
**SPANISH PROCURATION.**  
Hongkong, 3rd January, 1907. [136]

## TO LET.

**2 FOUR-ROOMED HOUSES at Praya East, near East Point.**  
Apply to—  
**JARDINE, MATHESON & CO.**  
Hongkong, 3rd January, 1907. [137]

## TO LET.

**2ND FLOOR of No. 8, ICE HOUSE STREET.** Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—  
**TATA & CO.**  
Hongkong, 24th December, 1906. [105]

## TO LET.

**A HOUSE in KNOTSFORD TERRACE, KOWLOON.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st August, 1906. [92]

## TO LET.

(EITHER IN WHOLE OR IN PART).  
**THE "GROVE,"** having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completed installed.  
Apply to—  
**E. M. HAZELAND,**  
35, Queen's Road Central, or to  
**WING-ON, Contractor,**  
31, D'Aguilar Street.  
Hongkong, 19th July, 1906. [96]

## TO LET.

**"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club.**  
**No. 73, WYNDHAM STREET.**  
**"BANGOUR" PEAK.**  
**BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.**  
**BEACONSFIELD ACADE, Fine Shops, Offices and Dwelling Rooms.**  
**No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).**  
**No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches).**  
**BELLIOS TERRACE HOUSES, BONHUS ROAD.**  
TO LET OR FOR SALE.  
**NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.**  
Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd November, 1906. [102]

## TO LET.

**GROUND FLOOR of No. 4, DES VUEUX ROAD** including a Strong Room and Servant's Quarters.  
**ROOMS on SECOND FLOOR** of Victoria Building, No. 5, Queen's Road Central, suitable for Office.  
**No. 6, PEDDARS HILL, comprising of 5 Rooms with Out Houses, occupation from 1st proximo.**  
Apply to—  
**DAVID SASSOON & Co., Ltd.**  
Hongkong, 31st January, 1907. [316]

## TO LET.

**"DAS ENGERE VATERLAND."**  
[BY "S.G." IN THE "FALL MAIL GAZETTE."] "The proverbially asserted that the Scot leaves his native land in a fog—which accounts for his inability to find his way back across the Border, once the landable practice of accumulating the least thrifty's Southron's 'sillor' has become the ruling passion of existence. And yet, once a Scot, over a Scot! To be taken for anything else—a mere Englishman or a wild Irishman, for instance (supposing for a moment the confusion possible)—would by no means flatter his vanity; rather the contrary, in fact. But take another friend, whom (like the poor) 'we have always with us'—the ubiquitous Teuton—and exclaim, say to Hermann Humpelmayer: 'What? you a German?' For my soul, Humpelmayer, old chap, I took you for a Londoner born and bred!—never mind the lie, it's worth it to see the perfectly sardonic beam which will overspread his honest Teutonic features—and for the first time probably in his life Humpelmayer will be eloquently silent in three, if not four, languages, the result of a joy too great for words. I was discussing this topic the other night with a man who, though a 'born' Leipzig, has done as the honour of becoming a 'naturalized' Englishman. A very fair specimen of the 'Welt-Burger,' is my friend, who, completely, and not without a certain touch of patronage, alludes to the land of the Kaiser as 'mein engeres Vaterland.' 'How is it,' said I, 'that you and not only you, but so many others—drawn in bleiben, now that business no longer compels you to? Germany has suffered a radical change of view, so many attractions and advantages you may look for in vain with us. Here there is practically no life for the intelligent being outside London; yet there you have Dresden, Munich, Stuttgart, and heaven knows how many other charming towns teeming with intellectual and artistic life cities no ever tires of; and that, without even going near the country's capital once in a blue moon.' 'That's so,' assented my friend, with an intonation that was a proof to his having put in part of his fifteen years of voluntary exile this side the Middle Passage. 'That's so. A German who has spent a good few of his best years draussen, as you observe, generally ends by staying there, should fortune have kindly smiled on him—that is, of course, unless he happens to be logically connected with some consanguinity at home.' 'Yes—but why?' I insisted. He took a pull at the Golden Pilsener, set down the bottle, not omitting to close the lid, and continued: 'Ja! sich's so mal, das engere Vaterland, is it ja ganz nett, but—but, you see the fact is my dear fellow, I'm not! I called for two more Pilsners, and suggested 'Haring-Salat,' whereat his eye beamed; and, not to be outdone by me, he bade the Kellner furnish Pampersal and a couple of Paprika-Kaschen, the sight of so much familiar fare calling forth the ejaculation of:—'Sapperlot! is das mal nobel!' 'The my "Engländer," dropped into the vernacular of this country once more, and waxed communicative. 'It's an odd thing,' quoth he, 'but as you may have observed—in spite of our virility as a people—we yet have a fatal way of getting absorbed wherever we come in touch with the Anglo-Saxon race. Think of the names both here and in the States—not only Jewish names, but Gentile well-known names as well, which are not entirely, then, on the father's side, of German parentage. Where the mother's an American the 'trick is done' straight away!—but even where every family tradition has been of the old country the second generation is to all intents and purposes an English—or American, as the case may be—that of the Britisher who arrived in the train of the Conqueror or his cousin who put out in the Mayflower! 'There must be some psychological reason for these things,' said I. 'I happen to have been in Johannesburg at the time of all that bother about the franchise—and there wasn't an Englishman worth his salt who would have taken it—most if given away—that with a pound of tea—while the Britisher who gave up his nationality would never have been the stamp of man to make a dependable burger, and they knew that quite well at Pretoria.' 'With us it is in many ways different,' rejoined my friend thoughtfully, 'the father of such Anglo or American Germans has probably quitted his "engere Vaterland" for the sake of greater business facilities—in fact, to commercially 'better himself.' He may in his leisure intervals sigh for some 'Gretches,' but if he does not return—say for five years—it will then be to see things with different eyes: in fact, his own feelings will come as a surprise, maybe as a shock to him. The old conditions of life seem small—you know our term 'kleinlich'—the police are after you the moment you arrive. 'What is your business?' 'Why have you come?' and 'How long do you mean to stay? Socially you are more or less bound to stick where you were; if 'in finance,' well, every one knows your probable creed, eh? and that is a drawback in your "engere Vaterland." If a Gentile and yet undistinguished from the rank by the saving grace of a 'ton' before your surname, your place remains along that heavy, though worthy, cultured class whose outlook on life has of necessity been narrowed by perpetually circumscribed means. Of course, as you know, there is nothing like the sordid and shabby 'gentel' poverty as it exists among the English upper middle classes to be found with us that is probably due to a wider diffusion of very moderate means throughout the entire social structure, if I may call it so, of the land; there is, taken as a whole, a sadder view of life; no false theme about thrift and economy—in short, a far smaller percentage of snob. But, nevertheless, though all this may be put down to the credit of our "engere Vaterland" the man who goes home 'pulled up' as it were at every turn. The society that he has been mixing in abroad, and to which as an educated and cultured gentleman he feels he has now acquired the right of entrée he knows better than to approach. And lastly there is Gretchen, well, the German girl must be plucked at 'ton' before your surname, don't you call it? of putting on their clothes like other women—so you see the native returns to exile, voluntarily enough, and after marrying Maude over here or Hattie out yonder becomes an exemplary Englishman or—American! 'But,' said I, selecting a succulent Rollmops from out the unexplored depths of that delightful salad, 'but among your 'Nicht- TO LET. GROUND FLOOR of No. 4, DES VUEUX ROAD including a Strong Room and Servant's Quarters. ROOMS on SECOND FLOOR of Victoria Building, No. 5, Queen's Road Central, suitable for Office. No. 6, PEDDARS HILL, comprising of 5 Rooms with Out Houses, occupation from 1st proximo. Apply to— DAVID SASSOON & Co., Ltd. Hongkong, 31st January, 1907. [316]

## "DAS ENGERE VATERLAND."

## [BY "S.G." IN THE "FALL MAIL GAZETTE,"]

"The proverbially asserted that the Scot leaves his native land in a fog—which accounts for his inability to find his way back across the Border, once the landable practice of accumulating the least thrifty's Southron's 'sillor' has become the ruling passion of existence. And yet, once a Scot, over a Scot! To be taken for anything else—a mere Englishman or a wild Irishman, for instance (supposing for a moment the confusion possible)—would by no means flatter his vanity; rather the contrary, in fact. But take another friend, whom (like the poor) 'we have always with us'—the ubiquitous Teuton—and exclaim, say to Hermann Humpelmayer: 'What? you a German?' For my soul, Humpelmayer, old chap, I took you for a Londoner born and bred!—never mind the lie, it's worth it to see the perfectly sardonic beam which will overspread his honest Teutonic features—and for the first time probably in his life Humpelmayer will be eloquently silent in three, if not four, languages, the result of a joy too great for words. I was discussing this topic the other night with a man who, though a 'born' Leipzig, has done as the honour of becoming a 'naturalized' Englishman. A very fair specimen of the 'Welt-Burger,' is my friend, who, completely, and not without a certain touch of patronage, alludes to the land of the Kaiser as 'mein engeres Vaterland.' 'How is it,' said I, 'that you and not only you, but so many others—drawn in bleiben, now that business no longer compels you to? Germany has suffered a radical change of view, so many attractions and advantages you may look for in vain with us. Here there is practically no life for the intelligent being outside London; yet there you have Dresden, Munich, Stuttgart, and heaven knows how many other charming towns teeming with intellectual and artistic life cities no ever tires of; and that, without even going near the country's capital once in a blue moon.' 'That's so,' assented my friend, with an intonation that was a proof to his having put in part of his fifteen years of voluntary exile this side the Middle Passage. 'That's so. A German who has spent a good few of his best years draussen, as you observe, generally ends by staying there, should fortune have kindly smiled on him—that is, of course, unless he happens to be logically connected with some consanguinity at home.' 'Yes—but why?' I insisted. He took a pull at the Golden Pilsener, set down the bottle, not omitting to close the lid, and continued: 'Ja! sich's so mal, das engere Vaterland, is it ja ganz nett, but—but, you see the fact is my dear fellow, I'm not! I called for two more Pilsners, and suggested 'Haring-Salat,' whereat his eye beamed; and, not to be outdone by me, he bade the Kellner furnish Pampersal and a couple of Paprika-Kaschen, the sight of so much familiar fare calling forth the ejaculation of:—'Sapperlot! is das mal nobel!' 'The my "Engländer," dropped into the vernacular of this country once more, and waxed communicative. 'It's an odd thing,' quoth he, 'but as you may have observed—in spite of our virility as a people—we yet have a fatal way of getting absorbed wherever we come in touch with the Anglo-Saxon race. Think of the names both here and in the States—not only Jewish names, but Gentile well-known names as well, which are not entirely, then, on the father's side, of German parentage. Where the mother's an American the 'trick is done' straight away!—but even where every family tradition has been of the old country the second generation is to all intents and purposes an English—or American, as the case may be—that of the Britisher who arrived in the train of the Conqueror or his cousin who put out in the Mayflower! 'There must be some psychological reason for these things,' said I. 'I happen to have been in Johannesburg at the time of all that bother about the franchise—and there wasn't an Englishman worth his salt who would have taken it—most if given away—that with a pound of tea—while the Britisher who gave up his nationality would never have been the stamp of man to make a dependable burger, and they knew that quite well at Pretoria.' 'With us it is in many ways different,' rejoined my friend thoughtfully, 'the father of such Anglo or American Germans has probably quitted his "engere Vaterland" for the sake of greater business facilities—in fact, to commercially 'better himself.' He may in his leisure intervals sigh for some 'Gretches,' but if he does not return—say for five years—it will then be to see things with different eyes: in fact, his own feelings will come as a surprise, maybe as a shock to him. The old conditions of life seem small—you know our term 'kleinlich'—the police are after you the moment you arrive. 'What is your business?' 'Why have you come?' and 'How long do you mean to stay? Socially you are more or less bound to stick where you were; if 'in finance,' well, every one knows your probable creed, eh? and that is a drawback in your "engere Vaterland." If a Gentile and yet undistinguished from the rank by the saving grace of a 'ton' before your surname, your place remains along that heavy, though worthy, cultured class whose outlook on life has of necessity been narrowed by perpetually circumscribed means. Of course, as you know, there is nothing like the sordid and shabby 'gentel' poverty as it exists among the English upper middle classes to be found with us that is probably due to a wider diffusion of very moderate means throughout the entire social structure, if I may call it so, of the land; there is, taken as a whole, a sadder view of life; no false theme about thrift and economy—in short, a far smaller percentage of snob. But, nevertheless, though all this may be put down to the credit of our "engere Vaterland" the man who goes home 'pulled up' as it were at every turn. The society that he has been mixing in abroad, and to which as an educated and cultured gentleman he feels he has now acquired the right of entrée he knows better than to approach. And lastly there is Gretchen, well, the German girl must be plucked at 'ton' before your surname, don't you call it? of putting on their clothes like other women—so you see the native returns to exile, voluntarily enough, and after marrying Maude over here or Hattie out yonder becomes an exemplary Englishman or—American! 'But,' said I, selecting a succulent Rollmops from out the unexplored depths of that delightful salad, 'but among your 'Nicht-

## Adilho there are plenty of moneyed people

## —these fine old Patriotic-Faustico, for instance?

But my friend exclaimed, "Guter Junge! How many of these men come over here, go to the States, or out to the Colonies? Not one in fifty, and that fiftyth one will, you can make yourself 'dreadful' as the black sheep of the family. But the man who has struggled and come through is pretty sure to feel a kindly feeling for the scene of his life's battle—he has risen and those about him who saw him rise respect him. At home they only see that he has more money to spend—he becomes 'eine gräte Parle' but among the very class with which he now has low interests in common. The men of the Hanse towns stand in a different position to some extent. They have always been in touch with 'foreign parts.' Why don't they even call Hamburg the 'suburb of London'? Germany is in fact in many matters still like some cumbersome giant, her head, hands and feet move quickly enough, but the torso! with which, after all, must be identified the slowly-thinking masses of her people."

"It will be different some day," I observed. "You bet it will!" winked my "Engländer" friend. "Going? Well, as it's so near the end of the year, let's drain one more Schoppen to the prosperity of this, our glorious British Empire!" "And," added I, "just one more 'auf's engere Vaterland.'" "Prosit!" "Prosit!"

**THE SAN FRANCISCO DISASTER.**  
INSURANCE COMPANIES AND THE "EARTHQUAKE CLAUSE."  
From San Francisco on January 5th the Times correspondent writes: In the suit against the Williamsburg City Company, to test the validity of that company's "earthquake clause," the State Superior Court has overruled the claimant's demurrer to the company's answer. This is in effect a decision in the company's favour upon the main question as to the liability of the company for fire loss caused by earthquake. The decision leaves open for proof in each case the question whether, as regards loss resulting from a spread of the original earthquake, fire is to be attributed to the earthquake, or to some independent intervening cause.

There were some 120 fire insurance companies locally involved in the San Francisco losses, and the policy of eight or ten contained an "earthquake clause"—that is, the mention of earthquake was among or in addition to the usual other exceptional causes of fire for which insurance companies decline to be responsible. Two or three of the American companies thus protected declined to waive the exception; but one—the Williamsburg City Company—set out on a scheme of compromise as being preferable to the uncertainties of litigation. The Williamsburg City Company finally abandoned its flat refusal of all payments under its earthquake policies and ranged itself with the English earthquake companies.

Some months ago suits were filed against the Williamsburg City Company to test the legal scope or efficacy of its earthquake clause. The clause used in the majority of the English earthquake companies' policies declares them exempt from fire losses "caused directly or indirectly by" earthquake whereas the American company's exemption is from fire losses "occasioned by or through" earthquake. It seems to be generally accepted that, always provided they can prove the facts, the companies having the first-named clause are in a strong position, but suits were filed against the American company on the contention that its clause does not apply to fires caused, not by earthquake itself, but by fires spreading from earthquake-caused fires. These suits resolved themselves, in effect, into motions on demurrer, plaintiffs admitting the clause but denying its application to these cases. Separate suits were nearly simultaneously brought before three several Judges of the Californian Superior Court, and the result has been awaited with interest. The fact that the scope and applicability of a particular form of earthquake clause was to be decided on by the Court was widely regarded by claimants as a test of the validity of any earthquake clause at all.

## Abbey's Effervescent Salt

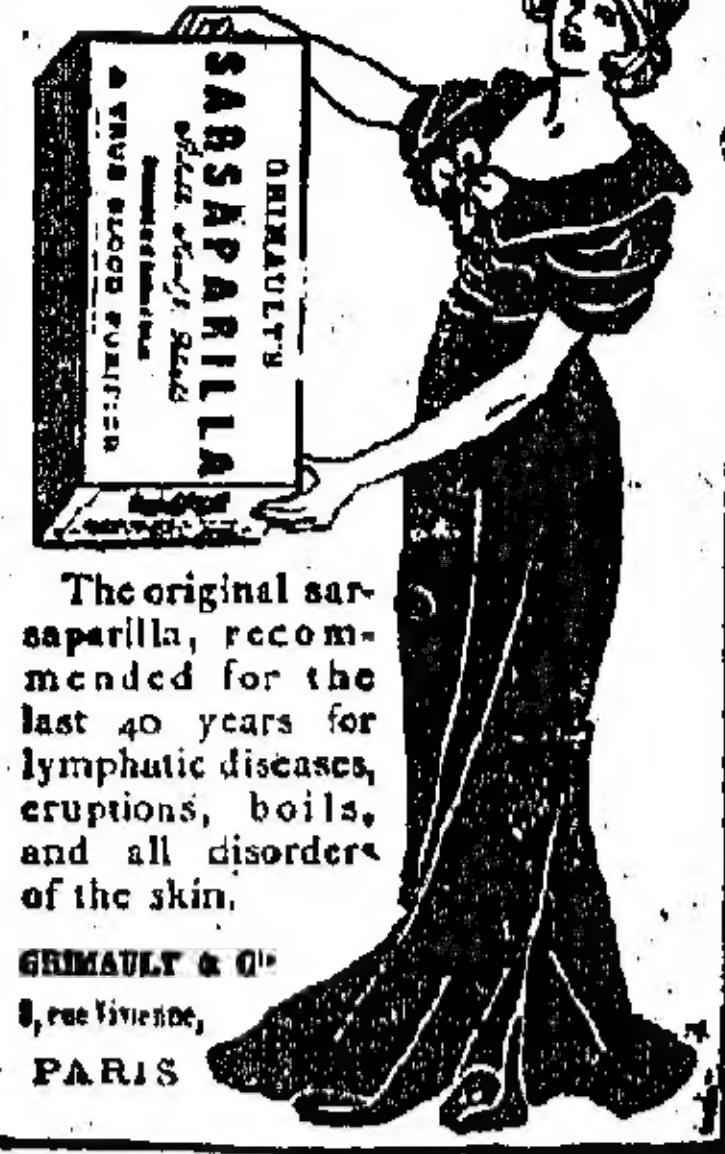
No more Constipation! No more Bilious attacks! No more Headache! No more Kidney and Liver trouble!

You can be as certain that Abbey's Salt will conquer any disorder arising from the Stomach, Liver or Bowels, as you are that the sun rises in the East.

Costs but little to convince yourself, buy a bottle if in need.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Saline Co., Ltd.,  
44, Queen Victoria Street, London, E.C. 335-3

## CLEANSE YOUR BLOOD WITH GRIMAULT &amp; CO'S SARSAPARILLA



THE ORIGINAL Sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.  
GRIMAULT & CO  
4, rue Vivienne, PARIS

## THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## RACES 1907.

## HEIDSIECK MONOPOLE CHAMPAGNE

## Monopole.

*Heidsieck & Co.*  
Tournement breuvé de S. M. l'Empereur d'Allemagne.  
MAISON FONDÉE EN 1785  
*Reims.*



CARLOWITZ & CO  
SOLE IMPORTERS  
CHINA & JAPAN.

## CARLOWITZ &amp; CO.

SOLE IMPORTERS

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Mucous Affections.



## MAGNESIA

## True Economy.

It is true Economy to use Van Houten's Cocoa.

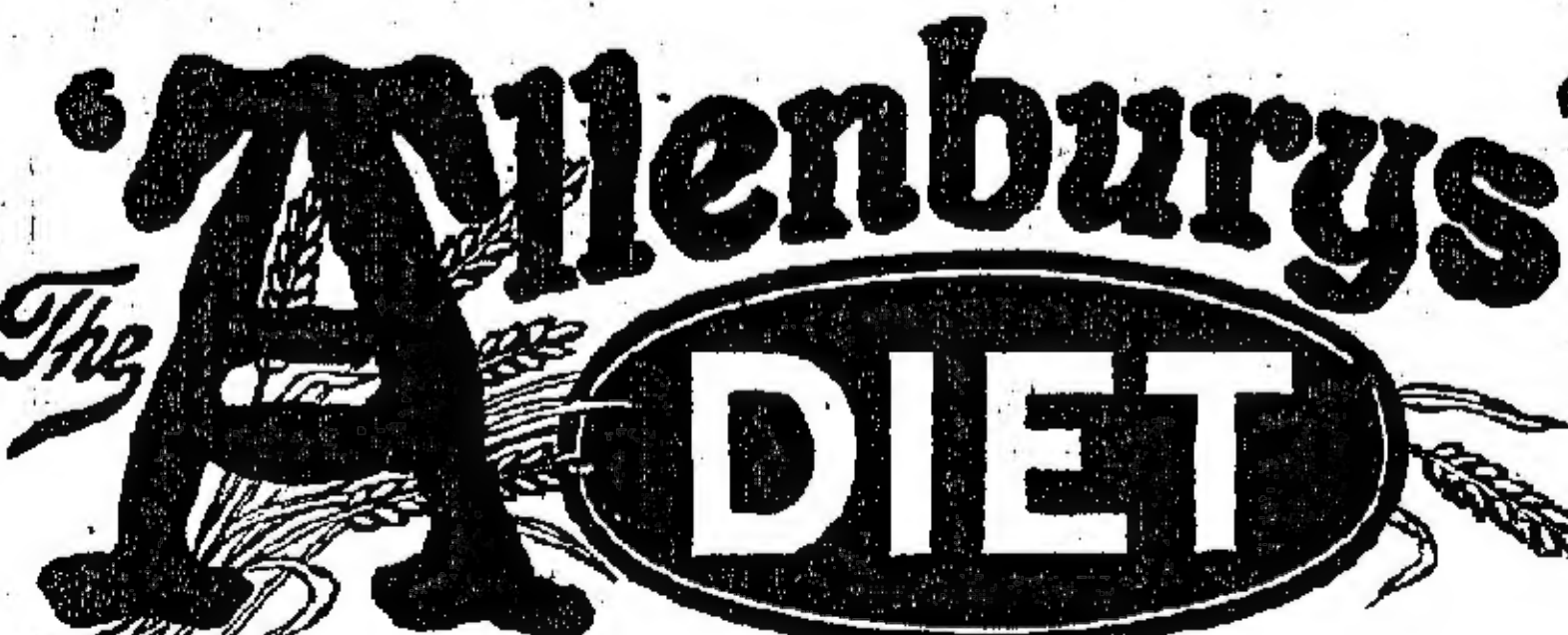
No other cocoa goes so far, No other cocoa is so delicious.

"A perfect beverage, combining Strength, Purity, and Solubility."—Medical Annual.  
"Refreshes and fortifies the system."—Court Journal.

## van Houten's Cocoa

Best & Goes Farthest.

## A LIGHT NOURISHMENT FOR GENERAL USE.



This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburys" DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburys" DIET is made in a minute by the addition of boiling water only.

The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.



## SHIPPING.

## ARRIVALS.

ALCANTARA, British str., 4,275, D. Davies, 10th February—Shanghai 7th Feb., General—Batterfield & Swire.

ARMATA, British str., 2,470, A. Cooper, 10th Feb.—Vanuatu 12th Jan., General—C. P. B. Co.

CHRYSTAL, Chinese str., 1,177, Stewart, 8th February—Shanghai 5th Feb., General—C. P. B. Co.

GLENNALLOCH, British str., 1,434, G. Kinghorn, 9th Feb.—Penang 30th January, General—Chinese.

KAWACHI MARU, Jap. str., 3,782, H. Peterson, 9th Feb.—London 30th Dec., General—Nippon Yusen Kaisha.

KIANG CHING, Chinese str., 2,000, H. Udden, 10th Feb.—Chinkiang 5th Feb., General—Order.

LANDSAT SCHIFF, German str., 1,012, H. Grandt, 9th Feb.—Saigon 4th Feb., Rice—Blomssen & Co.

MOYUNE, British str., 4,646, Milneuch, 9th February—Singapore 3rd Feb., General—Batterfield & Swire.

NICHUETI MARU, Japanese str., 2,302, S. Natsume, 10th Feb.—from Moji, Coal—Order.

RATHO, British str., 2,747, J. Thomson, 9th February—New York and Manila 6th Feb., Coal—Standard Oil Co.

SAGSEEN, German str., 5,425, W. v. Souden, 9th Feb.—Bremen 20th Dec., General—Molken & Co.

SCANDIA, German str., 3,135, W. V. Dahren, 9th February—Hamburg 21st December, General—Hamburg-Amerika Linie.

SUMA MARU, Japanese str., 2,222, H. Yamaguchi, 9th February—Saigon 3th February, Rice—Gillman & Co.

TAIYUAN, British str., 1,450, L. Dawson, 9th February—London 4th February, General—Batterfield & Swire.

TATSUMA MARU, Japanese str., 1,500, T. Jijima, 8th February—Chaofo and Wei-Hai Wei 3rd Feb., General—Japanese.

TOKA MARU, Japanese str., 3,610, K. Kato, 10th Feb.—Shanghai 7th Feb., General—Nippon Yusen Kaisha.

## CLEARANCES.

At the Harbour Master's Office Feb. 9th.

## DEPARTURES.

Feb. 9th.

FIN, Norwegian str., for Saigou.

ITAKA, German str., for Saigou.

KENT, British str., for Singapore.

KWANGTAN, Chinese str., for Shanghai.

LOONGSANG, British str., for Manila.

MATHILDE, German str., for Hongkong.

PROVIDENCE, Norwegian str., for Saigou.

RIOU MARU, Japanese str., for Bombay.

SUKH, British str., for New York.

SINGH, British str., for Saigou.

BENCLEUCH, British str., for Shanghai.

CHUYEN, Chinese str., for Canton.

DEETA, British str., for Europe.

HACHING, British str., for Swatow.

HUCKOW, British str., for Saigou.

JOSHIN MARU, Japanese str., for Tamsui.

KAWACHI MARU, Japanese str., for Yokohama.

SCANDIA, German str., for Shanghai.

TAIWAN, British str., for Saigou.

TELEKACHU, British str., for Saigou.

YANOHOO, Korean str., for Moji.

## SHIPPING REPORTS.

The German str. Landat Schiff reports: Strong westerly wind and high sea.

The British str. Glenfallach reports: Fresh N.E. monsoon and moderate sea from Singapore to port.

The British str. Ratho reports: Freshened moderate to fresh monsoon, unsettled weather throughout.

The British str. To-yuan reports: Moderate N.W. to strong N.E. breeze. Rain and fog to China coast; thence moderate northerly breeze and fine weather to port.

## VESSELS IN DOCK.

Feb. 9th.

ABERDEEN DOCKS.—Soroan, Montague, Frende, Z. Y. de Aldeco, Prinz Waldemar, Kwongchow, Emerald, Poon, Yungnue, Omphale, Rubi, Sapir, Lion Tong, Tin Hou.

COMMERCIAL DOCKS.—Peng Fei, Hulan, Doric.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubatino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAN.

(Taking Cargo at through rates to PENANG, CULP and BANGAL, also BANGALONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI," Captain Belsito, will be despatched as above TO-DAY, the 11th Feb., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st January, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, 11th instant, at 3 P.M.

For Freight or Passage, apply to DAVID HASSOON & CO., LTD., Agents.

Hongkong, 6th February, 1907.

## ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 27th July, 1906.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

## Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & MARSEILLES	JAVA	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	GLANORGANSHIRE	Brit. str.	—	Lancelin	SHAW, TOMES & CO.	About 20th inst.
MARSEILLES, &c., via PORTS OF CALL	TOURANE	French str.	—	Wunnenberg	MESSENGER MARITIME	On 19th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	ETATONIA	Ger. str.	k.w.	G. Bolle	HAMBURG-AMERIKA LINIE	On 20th Mar.
BREMEN, via PORTS OF CALL	GNEISENAU	Ger. str.	—	Moller	MELCHERS & CO.	On 13th inst., at Noon.
HAMBURG via PORTS	SAMBIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAVRE & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 19th April.
MARSEILLES, HAVRE, CHAOFO & BALTIC PORTS	KINA	Dan. str.	—	—	MELCHERS & CO.	About 18th inst.
NAPLES, BREMEN, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 5th April.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Bilefer	SANDER, WIELER & CO.	About 2nd Mar.
NEW YORK	SIKH	Brit. str.	—	—	DODWELL & CO., LTD.	About 9th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC CO.	On 14th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	ATLANTIC	Brit. str.	1 m.	—	CANADIAN PACIFIC CO.	On 20th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	TEKONT	Am. str.	—	T. W. Gardick	DODWELL & CO., LTD.	On 26th inst.
CALCUTTA, IQUIQUE, via JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	Hollman	TOTO KISEN KAISHA	On 26th Mar., at Noon.
SAN FRANCISCO via PORTS	DAKOTAH	Brit. str.	—	—	SHAW, TOMES & CO.	About 25th inst.
ALBANY PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	PEINE, WILDFAR	Ger. str.	—	W. von Souden	MELCHERS & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS via PORT DARWIN	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	TRANQUEBAR	Dan. str.	—	—	HUTTENBACH & SWIRE	About 10th inst.
YOKOHAMA & KOBE	TEIKAN	Brit. str.	1 m.	C. Lindberg	MELCHERS & CO.	To-morrow, at 4 P.M.
NAGASAKI, HIGO & YOKOHAMA	SACHSEN	Ger. str.	—	Woltemas	MELCHERS & CO.	To-day, at Noon.
KOBE	HIKOSAN MARU	Jap. str.	—	I. Fukui	MIYU BUREAU KAISHA	To-morrow, at Noon.
SHANGHAI	YOHOW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHONGTANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHIRI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, KOBE, MOJI & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & CO.	On 13th inst.
SHANGHAI	MANILA	Brit. str.	—	F. E. Andrews	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	MACHONIA	Brit. str.	—	C. D. Barnett	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	LINERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th inst.
TAMU via SWATOW & AMOY	MASAN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 17th inst., Daylight.
ANPING via SWATOW & AMOY	FUKUSHI MARU	Jap. str.	—	G. Ito	OSAKA SHOSHEN KAISHA	On 2nd inst., Daylight.
MANILA	TAMING	Brit. str.	1 m.	A. W. Osterbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUENANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO.	On 15th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHAW, TOMES & CO.	On 16th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KYUSANO	Brit. str.	—	E. J. Buller	SHAW, TOMES & CO.	On 23rd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	W. D. A. Thomas	DAVID HASSOON & CO., LTD.	On 18th inst., at 3 P.M.
BOMBAY via SINGAPORE & PENANG	CAPI	Ital. str.	—	Belsito	CARLOWITZ & CO.	To-day, at Noon.
JAVA PORTS	THILWONG	Dut. str.	—	Jurrisanso	JAVA-CHINA-JAPAN LINES	Quick despatch.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 16th Feb., Noon.
RUBI	2540	R. Almond	Manila	On 23rd Feb., Noon.

For Freight or Passage apply to

SHAW, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th February, 1907.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHAW, TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHONGSANG"	Tuesday, 12th Feb., daylight.
MANILA	"YUENSANG"	Friday, 15th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Monday, 18th Feb., 3 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwanfo) and Yangtze River.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 9th February, 1907.

## EAST ASIATIC CO., LTD., COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG &amp; VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"TRANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"KINA"	About 18th Feb.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th January, 1907.

## HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardsesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## NEXT SAILINGS:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
HABSBURG ... 3rd March	* SCANDIA ... 22nd March
RHEANIA ... 2nd April	HABSBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHEANIA ... 17th May
SILEZIA ... 31st May	HOHENSTAUFEN ... 29th May
SCANDIA ... 30th June	* Call at LISBON.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

BRASILIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 24th February
LIBERIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 28th February
HABSBURG ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

## NEXT SAILINGS HOMEWARD.

via STRAITS, COLOMBO and ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, Liverpool, Glasgow, Belfast, Genoa, Porto in the LEVANT, BRACE, SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERIAN SERVICE" to Arabian and Persian Gulf Ports.

SAMBIA ...	FOR HAMBURG via PORTS ... 15th February
SAXONIA ...	FOR HAVRE, BREMEN & HAMBURG ... 24th February
* SCANDIA ...	NAPLES, LISBON, HAVRE & HAMBURG ... 16th March
SLAVONIA ...	FOR MARSEILLES, HAVRE & HAMBURG ... 20th March
BRASILIA ...	FOR HAVRE, BREMEN & HAMBURG ... 24th March
* HABSBURG ...	NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April
BELGRAVIA ...	FOR HAVRE & HAMBURG ... 19th April

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

via MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
TREMONT	2,605	T. W. Gardick	On 26th February.

1 Cargo only.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Buildings, Hongkong, 5th January, 1907.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSENGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, SUEZ, PORT SAID, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREAN and BLACK SEA PORTS.

## THE Steamship

"TOURANE," Captain Lancelin, will be despatched for MARSEILLES, on TUESDAY, the 19th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIE" ... 5th Mar.

S.S. "TONKIN" ... 19th Mar.

S.S. "BERNARD SIMONS" ... 2nd April.

S.S. "POLYNESIE" ... 16th April.

S.S. "YARRA" ... 30th April.

S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX, Agents.

Hongkong, 6th February, 1907.

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLANORGANSHIRE," Will be despatched for the above Ports on or about the 20th February.

For Freight and further Particulars, apply to SHAW, TOMES & CO., Agents.

Hongkong, 18th January, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th January, 1907.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDRICHSTADT (DIRECT) calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA," Captain Belsito, will be despatched as above on or about SATURDAY, the 2nd March, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 1st February, 1907.

## REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

"MUNCASTER CASTLE" 13th Mar.

"LOWTHER CASTLE" 21st Mar.

For Freight and further



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, ANTWERP and JAVA	MASSACHUSETTS	About 13th February	Freight and Passage.
MARSEILLES	Capt. S. Barham	February	
SHANGHAI, KOBE, MOJI and MANILA	MASSACHUSETTS	About 17th February	Freight and Passage.
YOKOHAMA	Capt. F. E. Andrews	February	
SHANGHAI	MACEDONIA	About 23rd February	Freight and Passage.
	Capt. C. D. Bennett	February	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th February, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 11th Feb., 4 P.M.
SHANGHAI and KOBE	CHIHLEI	On 12th February.
MANILA	TAINAN	On 12th Feb., 4 P.M.
	TAMING	On 12th Feb., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th February, 1907.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	MASAN MARU Capt. I. Sakurai	SUNDAY, 17th Feb., at DAYLIGHT.
ANPING VIA SWATOW AND AMOY	FUKUSHU MARU Capt. G. Ito	WEDNESDAY, 20th Feb., at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1907.

T. ARIMA, Manager.

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER  
FOR

MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"  
10,500 TONS, CAPT. C. D. BENNETT, R.N.E.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON  
THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£81 First and £42 Second Saloon,  
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
SACHSEN	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

\* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship

"GNEISENAU," Captain G. Bolle, with MAILS, PASSENGERS, SPECIE and

CARGO, will leave this Port at noon, calling at NAPLES and GENOA.

Shipping Orders will be granted till noon, on MONDAY, the 11th Feb. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb., and Parcels

will be received at the Agency's Office until Noon, on TUESDAY, the 12th Feb.

Consists of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

1st Class 2nd Class 3rd Class

£81 0 0 £42 0 0 £22 0 0

91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

85 0 0 44 0 0 24 0 0

97 0 0 66 0 0 38 0 0

\* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

84 0 0 44 0 0 26 0 0

115 0 0 70 0 0 42 0 0

VIA BREMEN OR SOUTHAMPTON

68 0 0 40 0 0 27 0 0

123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers

expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER.	SAILING DATES.
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 28th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR,"  
Captain W. von Norden, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

1st Class 2nd Class 3rd Class

\$50—\$30—\$20—return \$30—\$20—\$15—

TO NEW GUINEA

\$28—\$18.10—\$14.00—return \$42—\$27.15—

TO BRISBANE

\$30—\$20—\$14—return \$54—\$36—

TO SYDNEY

\$33—\$23—\$15—return \$59.1—\$41.10—

TO MELBOURNE

\$34.10—\$24.16—\$16—return \$62.5—\$44.5—

TO YOKOHAMA

\$30.00—\$20.00—\$14.00—return \$45.00—\$30.00—

TO KOBE

\$35.00—\$25.00—\$17.00—return \$50.00—\$35.00—

TO YOKOHAMA and back from KOBE

to HONGKONG

\$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

£27, 0, 0.

TO EUROPE VIA AUSTRALIA AND AMERICA

98, 0, 0.

From Australia to New York via Vancouver by the J.P.B. Co.'s steamer, or via San

Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 13th Feb.

SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ... Wednesday, 27th Feb.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.B. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To Bremen

1st Class 63, 10 0.

To London via Plymouth or Southampton

82, 0 0.

To Paris via Cherbourg

65, 0 0.

To Naples, Genoa via Gibraltar

65, 0 0.

Passage money payable in local currency at current sight Bank rate of Exchange on the

day of payment.

# NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

# PASSENGER SEASON 1907.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,  
AGENTS.

Hongkong, 12th October, 1906.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,882	WEDNESDAY, 20th Feb.	16th Mar.
"MONTEAGLE"	6,163	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th April	29th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a special Mail  
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.  
Intermediate on Steamers: "440," "442."

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Hakea Pier.

# JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of February	JAVA PORTS	First half of February
TJILATAP	JAPAN	First half of February	JAVA PORTS	First half of February
TJIMAH	JAVA	First half of February	JAPAN	First half of February
TJIPANAS	JAVA	First half of March	JAPAN	First half of March
TJIBODAS	JAPAN	First half of March	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LINE.

Yok Buildings, 1st Floor

Hongkong, 30th January, 1907.

19

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.,

HONGKONG.

# Cunliffe, The Pioneer

Russell &amp; Co.

10 &amp; 12, Place de la Bourse, PARIS

SECURITIES issued by

European Govts and

Municipalities offering

prospective returns.

To be purchased for cash or on the

"Cunliffe" system of monthly payments.

CUNLIFFE, RUSSELL &amp; CO. being the oldest estab-

lished firm of dealers in Premium Bonds in the

world, offer advantages absolutely un-

obtainable elsewhere. Bonds guaranteed

Exceptional facilities for payment. Numbers

checked after every drawing. Results of Draw-

ings in English. Holders of drawn Bonds ad-

vised at once. Prices collected free of charge.

Bonds purchased "at sight." Loans granted

on Premium Bonds. Services continue until

last Bond drawn. All transactions confidential.

74

LADIES' AND GENTS' BOOTS



